

REPORT

**CONFIDENTIAL**

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH  
USE OF TRAINED INTELLIGENCE ANALYSTS

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2. All Soviet vehicles requiring major repairs are sent to Insterburg. In mid-March 1948, thousands of unserviceable vehicles were observed in Insterburg, apparently awaiting shipment back to the Soviet Union.

[illegible]

☐ DECLASSIFIED

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**CONFIDENTIAL**Roads

3. a. The Kaliningrad-Metgethen (54°44'N, 20°22'E)-Vierbrüderkrug-Fischhausen-Pillau road deteriorated badly between 1945 and 1947. In autumn 1946, the Soviets tried to fill the holes with rubble from Kaliningrad, but this method was not successful. In the spring of 1947, Soviet road construction experts undertook the reconstruction of the road with a foundation of granite covered with a layer of gravel and a surface of asphalt. This work was completed toward the end of November 1947 and the road is now barely practicable for traffic.
- b. The road running Kaliningrad-Fuchsberg-Drugehnen (54°48'N, 20°16'E), then to the crossroad Fischhausen - Palmnicken, and onward to Fischhausen was in a condition similar to that of the Kaliningrad-Pillau road until the repairs were completed in November 1947; since then, the road has been in good condition.
- c. On the Kaliningrad-Rauschen (54°46'N, 20°10'E)-St. Lorenz-German-Fischhausen road, repairs were undertaken by the Soviets during 1947 but were not as thorough as those on the two roads mentioned above.
- d. The main road from Kaliningrad to Heiligenbeil (54°28'N, 19°56'E) via Brandenburg, Ludwigsort, and Blediau was in very bad condition and full of potholes in mid-March 1947.
- e. An arterial road, constructed in 1945, running from Blumenau via Hegeberg to Schugsten (54°51'N, 20°32'E) and further east to Labiau was in good condition at the end of 1947 and is regularly maintained. This road, which is three meters wide, is constructed of rough wooden planks nailed to sleepers with branch turnings (?) every 300 - 500 meters.

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